[111 cont.]

501 palm and is shaped like crab pincers with a deep, curved indentation. The side edges are fastened to the slightly bent sail-poles, which meet at the bottom. The very slanting, weak mast is pierced at the top. The halyard runs through the hole and holds one sail-pole approximately above the lower fifth. The lower end of the sail apparently rests on the platform or on one end of the boat (Fig. 40) (3). We are not informed about how the

• 502

3. Cf. Dalrymple, pp. 194 f. (even Figueroa calls the sails "curious" [cited in English] and thus undoubtedly had the peculiar sails of the present-day islanders in mind). Coote, p. 152. According to Joest in Baessler, p. 395, coconut or banana leaves are sometimes used as sails on small boats. Cf. also the illustrations in D'Urville, Atlas, Pl. 161, 162, and 184.

[824]

sail is handled or how the boats are maneuvered in general; [Fig. 42 appears here] Labillardière (4) maintains that the

4. Labillardière, p. 255.

rowboats when in motion always had their outriggers on the left, which is also the case for the sailboat in Figure 40 and the one in D'Urville (5), whereas, according to Dillon, the outrigger is

5. D'Urville, Atlas, Pl. 184.

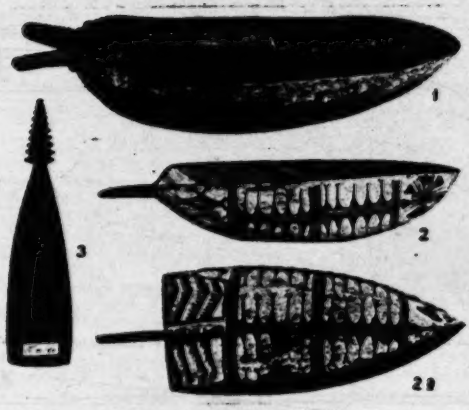
found on the weatherside (6).

6. Dillon, p. 277. It is not very probable that the contradiction can be explained by the difference in locality (in the case of Labillardière, Ndeni, and in the case of

[111 cont.]

Dillon, Vanikoro); it is more likely a matter of chance that Labillardière, during his brief stay, perhaps observed only boats with outriggers on the left side because of wind conditions.

502




501
531

Fig. 42. Boat scoops (R.-J.-M. 4009 and 19438, Joest and Oldman Coll.; Berlin VI 16177, Thilenius Coll.); 52, 42, and 24.7 cm. long. 2a is the underside of 2. No. 3 comes from Graciosa Bay.

504

When they are not in use, the boats are pulled up on land; according to several reports, the large boats lying on the beach were covered with palm leaves, apparently to protect them from drying out (7). All the boats are [112] painted white

7. Carteret, p. 359. D'Entrecasteaux, p. 372. Dillon, p. 288. Carteret speaks of roofs for shade, thus giving

504 [112 cont.]

the impression that there are regular boathouses. They are never mentioned in the reports about the types of huts, however.

501 All the boats are [112] painted white
[386] with lime, which is perhaps supposed to prevent too much water from seeping in through the soft wood (1). The water that leaks

1. Coote, p. 151. Dewar, p. 246. The latter mentions the painting with white lime only for the inside of the boat, presumably because it is partially washed off on the outside each time the boat is taken out (like the oars of the northern Solomons, whose paint must likewise be renewed after each use).

in is bailed out with the well-known scoops (2), of which, be-

2. Coote, p. 151.

[171] sides the unusually small kind in Figure 42, No. 3, there are two types on Ndeni: the ordinary Polynesian type with a handle projecting inward (Fig. 42, No. 1), and one that has the same basic shape, but the handle projects from the back, as on a ladle (Figure 42, No. 2). Of the specimens illustrated, Figure
[531] 42, No. 1, shows a carved handle, whereas Figure 42, No. 2, is painted white on the inside and the entire outer surface is covered with black and red ornaments which, of course, must be renewed after each use (3).

3. An almost identical specimen in the Berlin Museum VI 25858.

• 502 Even the Spaniards praised the speed of the boats of

[112 cont.]

502 Ndeni (4). Coote says of those on the Reef Islands that they sail

4. Dalrymple, p. 195. Burney, p. 290.

badly against the wind, but that before the wind they sail very well. The frequent capsizing of the boats, despite the outrigger, [481] does not disconcert the occupants; swimming in the water, they right the vessel again, remove the water in large part by a swinging motion, and scoop out the rest with the water scoops. With the large sea-going boats they go far beyond sight of land, guided only by their knowledge of the points of the compass and the stars. Of special significance for sea journeys is the time of the [132] monsoon, which lasts approximately from February to April. According to Coote, the natives were able to tell the exact location [868] of their island even from a great distance, and the same traveler observed how an older boy on the ship taught a younger one the 484 names of the stars (5). There is lively traffic between the 177 103 438 439

5. Dillon, p. 219 (monsoon = rakeys). D'Urville, p. 194. Gaimard, ibid., p. 338. Coote, pp. 151 f. Joest in Baessler, p. 395.

individual parts of the group, as well as with the neighboring Polynesian islands, the heaviest between Ndeni and the Reef Islands and between Vanikoro and Tikopia. Moreover, Ndeni and the Reef Islands have contact with Sikaiana, as does Vanikoro [304] with Ndeni and the Reef Islands. A native of Vanikoro was tattooed on Mami, an island adjacent to Ndeni, and since then he has visited almost all the Reef Islands. Through Tikopia, the Vanikorese were also familiar with the Banks Islands. A native 823 of Vanikoro was able [113] to draw a large number of the islands on a sketch which, of course, was inaccurate (1). Mixed marriages

1. Dalrymple, pp. 146 ff. Burney, pp. 290 ff. Dillon, pp. 158, 167, 268.

/190 cont./

outrigger bridge are /Fig. 34 appears here/ very carefully fitted into their supports in the edge of the boat, are held there by the boat's own elasticity, and, in addition, are lashed with stout coconut rope to two crossbars inside the boat. If the boat is not to be used for a few days, it is easy to undo the lashing, the outrigger is leaned against the house wall, and the boat itself, turned over, is placed on sticks in the shade and covered with palm leaves (6).

6. [Speiser, Südsee, p. 292 and Ill. 83. The Reef Islanders, too, cover their sailboats drawn up on the beach,

Fig. 34. Bird-shaped boat decoration from Vanikoro (Mus. d'Hist. nat. in Hâvre); ca. 1/5 natural size.

using mats made of coconut fronds: Coombe, p. 197 with accompanying plate.]

The small boats are not used for sailing. In the large sailing canoes the position of the outrigger has no significance with regard to the direction of travel (7). In general, however,

7. [Cf. Ethn., I, p. 111.]

it is preferable to have the outrigger to windward so that it can be easily weighted down by having the occupants squat on the float-beam. The sail can be raised at both ends of the /191/ boat, which makes it possible to sail crosswise to the wind, but not to tack against the wind (1).

/191 cont./

1. [Speiser, Südsee, p. 301.]

484 Whereas the Reef Islanders think nothing of undertaking
[501] long journeys with their sailboats (2), the Nitendi people do

2. [The Matema people, the best seafarers, go as far as Utupua and Vanikoro. If they capsize and there is no hope of landing, they shoot one another with arrows. O'Ferrall, section "Matema."]

not venture farther than Tinakula in their rowboats, which seldom hold more than five men, and generally content themselves with travel along the coast (3). Not infrequently, how-
[502]

3. [Concerning their skill in landing at a village, see Speiser, Südsee, p. 292. On their method of putting out to sea, see O'Ferrall, section "Canoes around the 'Southern Cross.'"]

ever, a canoe is driven off course. There is a well-known case of a man from the Duff Islands who wanted to go to Vanikoro by way of Nitendi in a very small vessel. He was driven off course by the current and landed in Tucopia. He
501 was hospitably received there. The distance measures 180 sea miles (4).

4. [Oars that apparently differ somewhat from the ordinary form (Ethn., I, p. 110, Fig. 41) and are not readily recognizable are shown in a photograph in the possession of the R.-J.-M. (No. 3932 of the photographic collection, taken by J. W. Beattie in Hobart). The